

Study Overview (continued)

is the B7 alternative. Sound Transit has identified B2M as its preferred alternative for South Bellevue. B2M utilizes the existing South Bellevue Park-and-Ride and travels along Bellevue Way and 112th Ave SE.

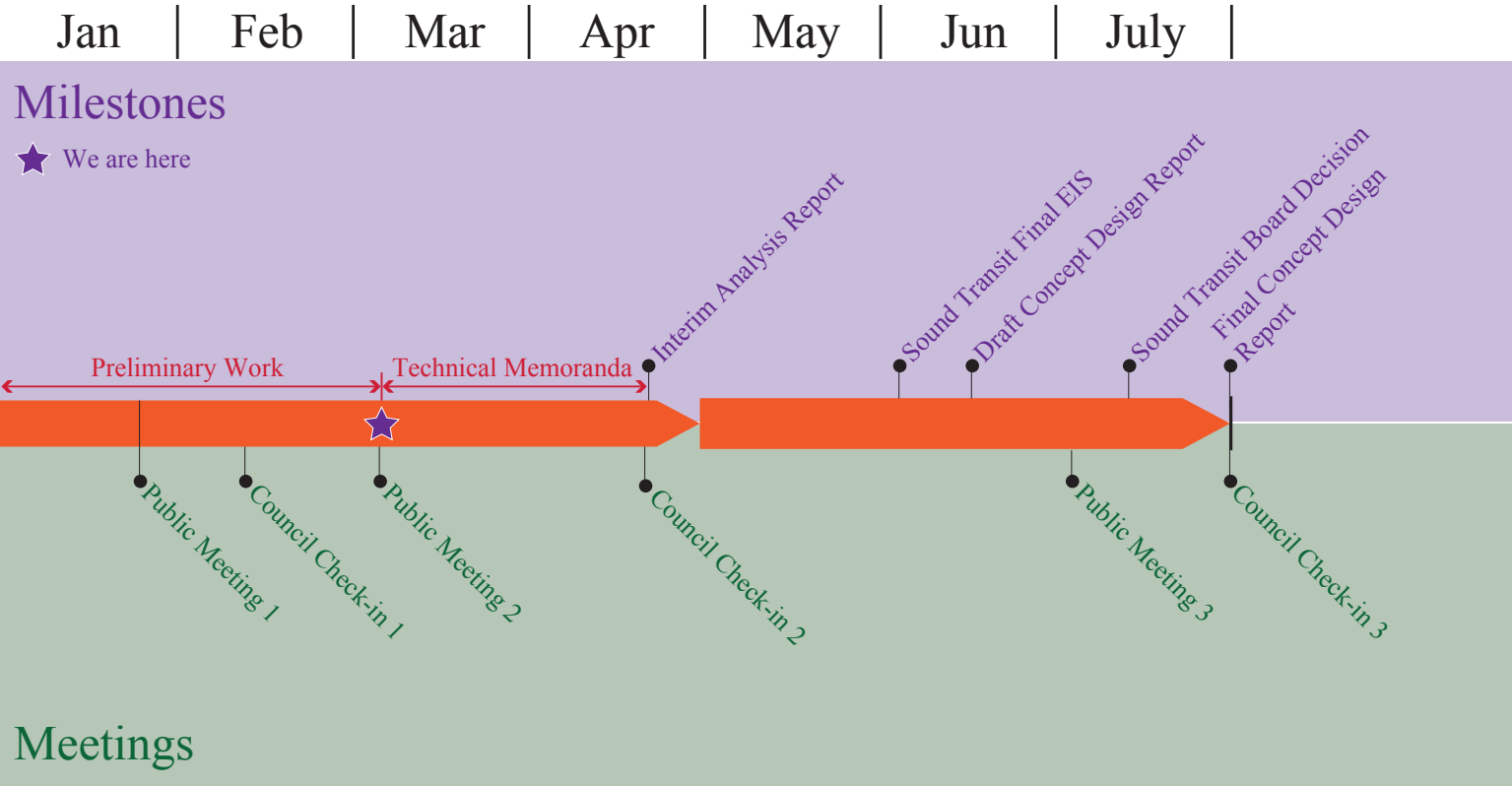
The City Council is concerned about the potential impacts of B2M and has requested additional analysis of the B7 alternative to determine if it compares favorably with B2M. City Council directed city staff to carry out additional work on B7-Revised. The City recently contracted with Arup, an engineering firm experienced in this type of work, to perform the analysis of the B7-Revised alternative. In addition, City Council has requested that Sound Transit delay the schedule for the Final Environmental Impact Statement (FEIS) until the B7-Revised analysis is completed.

What is the project schedule? The study began in December. In January, we held a public open house to introduce the B7-Revised alternative and to receive

initial comments and concerns. After tonight’s public meeting, the project team will complete the first phase of the study and present an Interim Analysis Report to the City Council. [See below for project timeline.](#)

Additional work will include:

- Analysis to determine how the conceptual design performs, and if we can reduce costs and environmental impacts
- An interim report that summarizes the analysis and indicates if the B7-Revised alternative merits further consideration
- Additional design and analysis (if the Council decides that the early work on the B7-Revised alternative is encouraging)
- A third public meeting to share the results of these efforts and to get feedback on the results and next steps



Need more information?
Please visit the website:
www.bellevuewa.gov/b7-revised-light-rail-route.htm
or contact Maher Welaye, project manager at 425-452-4879 or Mwelaye@bellevuewa.gov

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MARCH 2011

City of Bellevue Light Rail Study: B7-Revised Alternative



What is the purpose of tonight’s B7- Revised Public Meeting?

The purpose of tonight’s public meeting is for you to see our preliminary work on the:

- B7-Revised route
- The South Bellevue Station/Park-and-Ride facility
- Environmental conditions
- Traffic analysis
- Private property issues.

When you learn about these, we want to hear what you think.

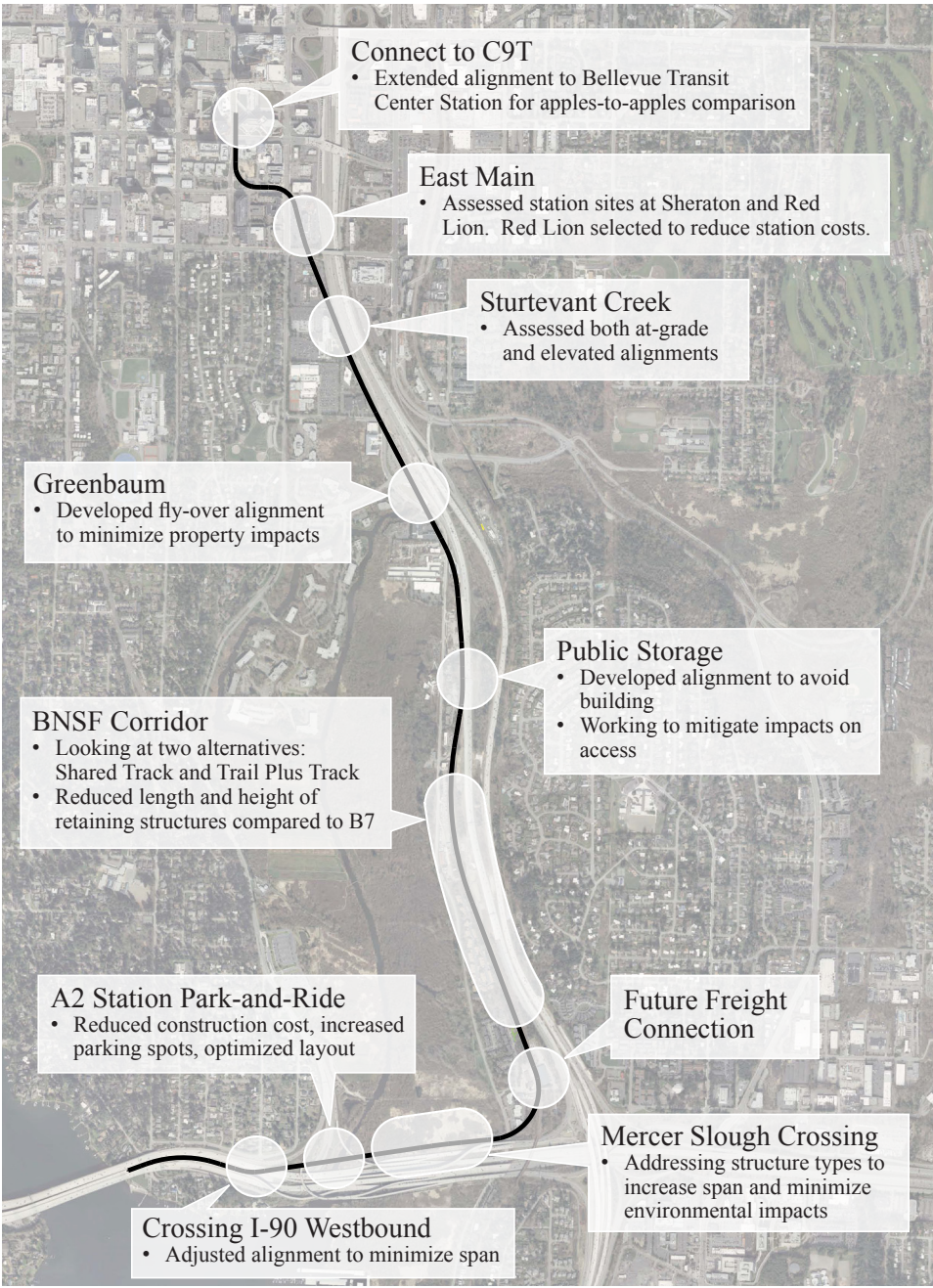
What have we heard so far?

We received hundreds of comments from our open house on January 25th. We took those comments into consideration as we developed our work on the B7-Revised Alternative. Here is a brief summary of what we heard:

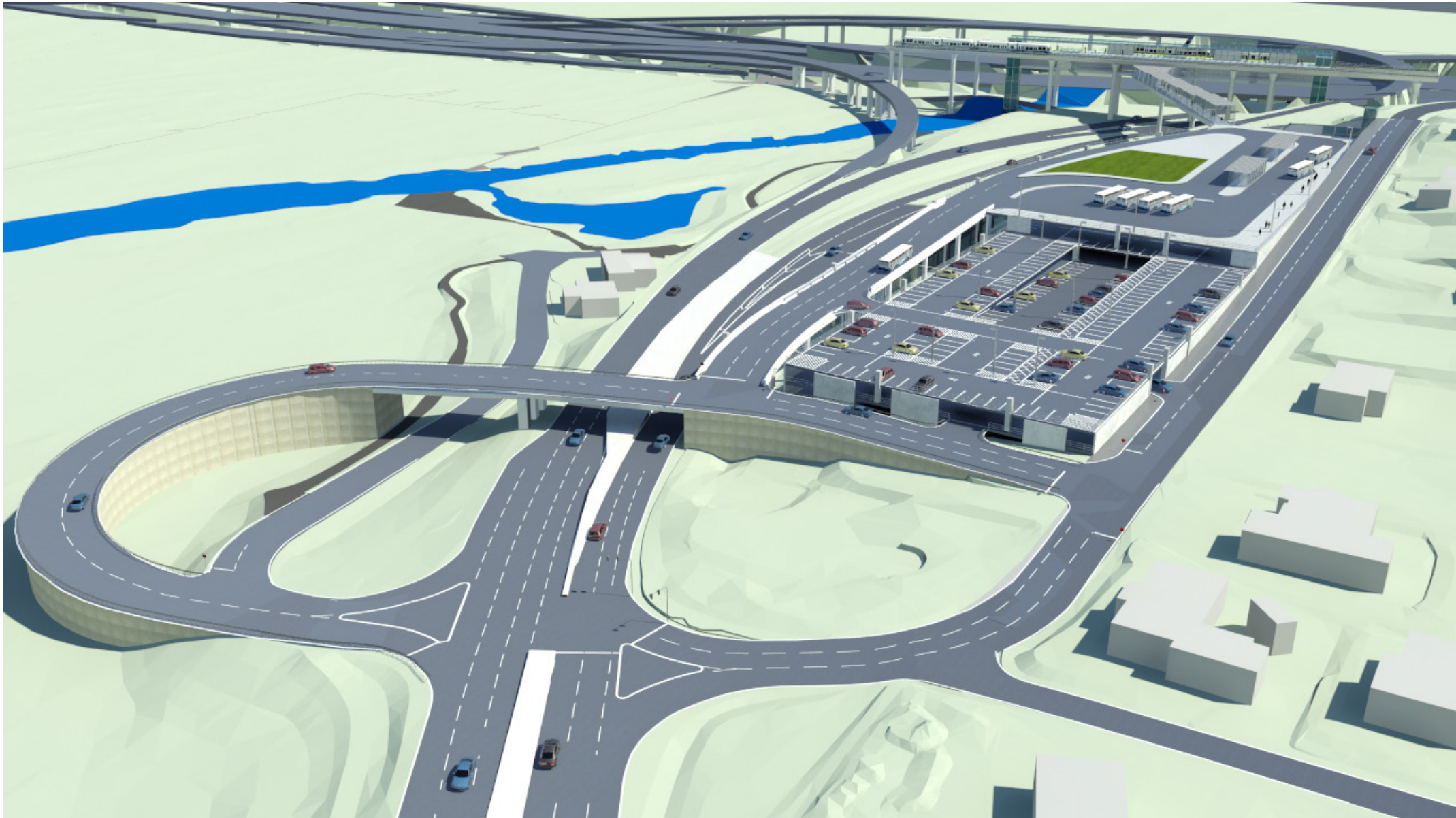
- Concerns about impacts to the neighborhoods
- Size and location of the A-2 station and its impact to the Enatai Neighborhood
- Impacts to Mercer Slough
- Property acquisition needed to build the alternative, the stations, and the park-and-ride

What have we been doing?

Our preliminary work has focused on developing conceptual designs, based on what we heard at the January 25th Open House. Please see our progress in the following order: Alignment, A-2 Station and Park-and-Ride, Traffic, Environmental, and Property Acquisition.



Bellevue City Council wants to make sure that East Link, the largest and most expensive transportation project in Bellevue’s history, best serves the needs of Bellevue’s businesses, commuters, residents, and visitors.



Alignment

The B7-Revised route has been developed to limit the impact on existing properties and businesses, address environmentally sensitive areas and reduce construction costs.

A-2 Station and Park-and-Ride

The concept for the A-2 Station is a center platform configuration connected by a covered pedestrian bridge to the parking garage and transit center located between 113th Ave SE and the I-90 on-ramps. The longest walking distance between the station and the furthest corner of the Park-and-Ride is about 1,300 feet. The preliminary design work on the A-2 Park-and-Ride includes 1,600 parking stalls on four levels. The transit center would be located

on the top of the facility and would include a kiss-and-ride, and bus pick-up and storage areas. Elevators at the southwest corner of the facility provide access to four parking levels and the transit center.

To reduce neighborhood impacts, the maximum height of the garage is terraced so it is a maximum of 15 feet above existing ground level at the northwest corner of the facility. The primary access to and from the Park-and-Ride is provided on the facility’s east side. A new road bridge over the ramps to the I-90 will connect the east side of Bellevue Way to 113th Ave SE. The new road bridge allows direct access to the Park-and-Ride to northbound traffic off of I-90 without having to

make a left turn at SE 30th Street. At the very north end of 113th Avenue SE, exit only access is provided from the facility to 113th Avenue SE.

Traffic Analysis

Our traffic analysis work has focused on streets and arterials near the A-2 Station and Park-and-Ride. Our modeling indicates that a second right-turn lane from 113th Avenue SE onto the I-90 on-ramps is required to handle afternoon peak traffic demand. A partial signal would be installed at the SE 30th and Bellevue Way junction to control southbound Bellevue Way and eastbound SE 30th movements onto the I-90 on-ramps. Around the station, stop signs are sufficient

to control traffic in and out of the facility. A new ramp along the eastside of the station keeps the traffic going to the transit center, off 113th Avenue SE and away from the neighborhood.

Environmental Impacts

The early environmental screening analysis has focused primarily on effects to sensitive habitats, such as the Mercer Slough wetlands and Sturtevant Creek. These resources would be affected by design concepts for the B7-Revised Alternative, including additional impact from the A-2 Station, and a proposed at-grade alignment along Sturtevant Creek. An access ramp to the A-2 Station would affect wetlands in Mercer Slough

Park adjacent to Bellevue Way. Seismic stabilization measures for the elevated track across Mercer Slough Park would affect wetlands around each support column. An at-grade section of the B7-Revised Alternative would affect about 500 feet of Sturtevant Creek. We have identified potential mitigation approaches for these effects and are continuing to work with City staff to assess permitting feasibility and costs.

We have completed independent noise measurements along the alignment and developed a noise model to assess noise impacts and identify necessary mitigation.

Property Acquisition

The first part of our Right of Way analysis has been to assess

impacts on existing properties and where possible to reduce the impacts of the alternative. This has been achieved at the Greenbaum furniture store and the Public Storage unit. We have then worked to determine the amount of property required for the project. Our initial work indicates that a number of residential properties and commercial properties will need to be purchased. Residential properties in this category are primarily in the Enatai neighbourhood at the site of the A-2 station and Park-n-ride. Commercial properties are along the segment north of the BNSF corridor and include the Red Lion and Sheraton properties.

Study Overview

What is the study? The City of Bellevue is conducting a study to determine if further development of Sound Transit’s B7 alternative will improve performance, reduce costs, and reduce impacts of the East Link Route in South Bellevue. This alternative, referred to as B7-Revised, is a variation of the B7 alternative studied in Sound Transit’s Draft Environmental Impact Statement (DEIS) and Supplemental Draft Environmental Impact Statement (SDEIS) for the East Link project. The study consists of conceptual engineering, environmental screening, ridership analysis, and cost estimating, to provide an objective “apples to apples” comparison to the Sound Transit B7 alternative.

What does the study include? B7-Revised includes a new transit station and park-and-ride near the Bellevue Way/I-90 Interchange. The route then parallels I-90 to cross the Mercer Slough, and runs adjacent to I-405 within a segment of the former BNSF right-of-way. It also includes a new transition from at-grade at the Red Lion site to a downtown tunnel portal near NE 2nd St and 112th Ave NE. The study will analyze these modifications to the Sound Transit B7 alternative to determine potential impacts and benefits to surrounding neighborhoods, traffic, ridership, the Mercer Slough, and construction costs.

Why is the study being conducted?

As part of its ongoing involvement with Sound Transit’s East Link Project, the Bellevue City Council has studied the alternatives for light rail for south Bellevue, from I-90 to downtown. City Council preference for this segment